

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

97

Wise County
Town of Big Stone Gap
City of Norton
Town of Appalachia
Town of Coeburn
Town of Pound
Town of Saint Paul
Town of Wise

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Annual Average Daily Traffic Volume Estimates By Section of Route
Wise Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
				From	Lee County Line											
23	2.06	10000	G	90%	1%	3%	1%	6%	0%	F	0.081	F	0.508	10000	G	2002
				To	S 97-844											
23	1.91	10000	G	90%	1%	3%	1%	6%	0%	F	0.08	F	0.537	10000	G	2002
				From	Bus US 23 South of Big Stone Gap											
23	1.24	14000	G	90%	1%	3%	1%	6%	0%	F	0.084	F	0.539	14000	G	2002
				To	S 97- 610											
				From	S 97-610											
23	5.30	14000	G	90%	1%	3%	1%	6%	0%	F	0.077	F	0.555	14000	G	2002
				To	N 97-610											
23	0.86	16000	G	90%	1%	3%	1%	6%	0%	F	0.078	F	0.562	16000	G	2002
				To	WCL Norton											
City of Norton																
				From	WCL Norton											
23	1.03	18000	G	90%	1%	3%	1%	6%	0%	F	0.08	F	0.568	18000	G	2002
				To	11Th St											
23	1.49	18000	G	90%	1%	3%	1%	6%	0%	F	0.085	F	0.593	18000	G	2002
				To	ALT US 58, SR 283											
23	0.77	25000	G	90%	1%	3%	1%	6%	0%	F	0.086	F	0.574	25000	G	2002
				To	NCL Norton											
Wise County																
				From	NCL Norton											
23	0.88	22000	G	94%	0%	2%	1%	4%	0%	F	0.082	F	0.549	22000	G	2002
				To	Bus US 23 North of Norton											
23	0.46	23000	F	94%	0%	2%	1%	4%	0%	F	0.097	F	0.516	23000	F	2002
				To	SCL Wise											
Town of Wise																
				From	SCL Wise											
23	0.42	23000	N	94%	0%	2%	1%	4%	0%	N	0.097	N	0.516	23000	N	2002
				To	Bus US 23 South of Wise											
23	1.44	15000	G	94%	0%	2%	1%	4%	0%	F	0.078	F	0.516	16000	G	2002
				To	NCL Wise											
Wise County																
				From	NCL Wise											
23	0.52	15000	N	94%	0%	2%	1%	4%	0%	N	0.078	N	0.516	16000	N	2002
				To	Bus US 23 North of Wise											
23	4.10	14000	G	94%	0%	2%	1%	4%	0%	F	0.078	F	0.583	15000	G	2002
				To	97-634											
23	3.56	14000	G	94%	0%	2%	1%	4%	0%	F	0.076	F	0.615	14000	G	2002
				To	Bus US 23 South of Pound											
23	2.40	6200	G	94%	0%	2%	1%	4%	0%	F	0.085	F	0.546	6400	G	2002
				To	WCL Pound											
Town of Pound																
				From	WCL Pound											
23	0.13	6200	N	94%	0%	2%	1%	4%	0%	N	0.085	N	0.546	6400	N	2002
				To	Bus US 23 North											
23	1.16	6200	G	94%	0%	2%	1%	4%	0%	F	NA			NA		2002
				To	NCL Pound											
Wise County																
				From	NCL Pound											
23	2.02	7700	G	94%	0%	2%	1%	4%	0%	F	0.075	F	0.503	7700	G	2002
				To	Kentucky State Line											
				From	US 23 South of Pound											
Bus 23	0.34	8600	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.645	8700	G	2002
				To	SCL Pound											

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Wise Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Pound																
Bus 23				From:	SCL Pound											
	2.74	8600	N	98%	0%	1%	0%	1%	0%	N	0.085	N	0.645	8700	N	2002
				To:	N US 23 & 97-T630											
Town of Wise																
Bus 23	Norton Rd	0.21	11000	G	98%	0%	1%	0%	1%	C	0.089	F	0.534	11000	G	2002
				From:	US 23											
				To:	97-757											
Bus 23	Norton Rd	0.43	17000	G	98%	0%	1%	0%	1%	F	0.089	F	0.790	17000	G	2002
				From:	E Cherry St											
Bus 23	Norton Rd	0.57	13000	G	98%	0%	2%	0%	0%	F	0.087	F	0.565	13000	G	2002
				To:	Main Street											
Bus 23	Main Street	0.36	6600	G	98%	0%	2%	0%	0%	F	0.089	F	0.598	6700	G	2002
				From:	Norton Rd											
				To:	Hall Ave											
Bus 23	Main Street	0.43	6200	G	98%	0%	2%	0%	0%	C	0.092	F	0.503	6400	G	2002
				From:	Lake St Ext											
Bus 23	Main Street	0.10	4800	G	98%	0%	2%	0%	0%	F	0.09	F	0.688	4800	G	2002
				To:	NCL Wise											
Wise County																
Bus 23		0.65	5200	G	94%	1%	2%	2%	1%	F	0.087	F	0.565	5300	G	2002
				From:	NCL Wise											
				To:	US 23 North of Wise											
Bus 23		0.35	14000	G	96%	0%	2%	1%	1%	F	0.087	F	0.513	15000	G	2002
				From:	US 23											
				To:	SCL Big Stone Gap											
Town of Big Stone Gap																
Bus 23	Gilley Ave	0.93	12000	G	96%	0%	2%	1%	1%	C	0.082	F	0.521	12000	G	2002
				From:	SCL Big Stone Gap											
				To:	E 5Th St											
Bus 23	E 5Th St	0.24	6800	G	96%	0%	2%	1%	1%	F	0.082	F	0.56	6900	G	2002
				From:	Gilley Ave											
				To:	ALT US 58 Wood Ave											
Bus 23	E 5Th St	0.28	7400	G	96%	0%	2%	1%	1%	F	0.085	F	0.704	7500	G	2002
				From:	E 5Th St											
Bus 23	E 5Th St	0.47	7200	G	94%	0%	2%	2%	1%	C	0.089	F	0.54	7400	G	2002
				To:	Aviation Rd											
				To:	NCL Big Stone Gap											
Wise County																
Bus 23		1.49	2700	G	84%	1%	4%	2%	9%	F	0.101	F	0.518	2800	G	2002
				From:	NCL Big Stone Gap											
				To:	SCL Appalachia											
Town of Appalachia																
Bus 23		1.98	2700	N	84%	1%	4%	2%	9%	N	0.101	N	0.518	2800	N	2002
				From:	SCL Appalachia											
				To:	NCL Appalachia											
Wise County																
Bus 23		7.96	2700	N	84%	1%	4%	2%	9%	N	0.101	N	0.518	2800	N	2002
				From:	NCL Appalachia											
				To:	SCL Norton											
City of Norton																
Bus 23	Park Ave	0.59	7600	G	84%	1%	4%	2%	9%	F	0.093	F	0.566	7800	G	2002
				From:	SCL Norton											
				To:	15Th Street											
Bus 23	Park Ave	0.56	9400	G	84%	1%	4%	2%	9%	F	0.085	F	0.545	9600	G	2002
				From:	11Th St											

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Wise Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
City of Norton																		
Bus 23	Park Ave	0.33	10000	G	From	11Th St												
					To	84%	1%	4%	2%	9%	0%	F	0.079	F	0.531	10000	G	2002
Bus 23	Park Ave	0.34	13000	G	From	8Th St												
					To	84%	1%	4%	2%	9%	0%	F	0.079	F	0.522	13000	G	2002
Bus 23	Park Ave	0.26	15000	G	From	Coeburn Rd												
					To	84%	1%	4%	2%	9%	0%	F	0.084	F	0.542	15000	G	2002
Bus 23	Park Ave	1.46	6400	G	From	SR 283												
					To	93%	1%	2%	4%	1%	0%	F	0.090	F	0.519	6500	G	2002
Bus 23	Park Ave	0.04	5700	G	From	12Th St NE												
					To	93%	1%	2%	4%	1%	0%	F	0.089	F	0.542	5800	G	2002
					To	NCL Norton												
Wise County																		
Bus 23		0.40	5400	G	From	NCL Norton												
					To	93%	1%	2%	4%	1%	0%	F	0.085	F	0.544	5400	G	2002
					To	US 23 North of Norton												
ALT 58		2.06	4200	G	From	Lee County Line												
					To	94%	1%	2%	3%	1%	0%	F	0.082	F	0.532	4300	G	2002
					To	WCL Big Stone Gap												
Town of Big Stone Gap																		
ALT 58	Cumberland Ave	1.15	5700	G	From	WCL Big Stone Gap												
					To	94%	1%	2%	3%	1%	0%	C	0.085	F	0.558	5800	G	2002
ALT 58	Wood Ave	0.13	6700	G	From	W 1St Street												
					To	94%	1%	2%	3%	1%	0%	F	0.084	F	0.618	6800	G	2002
ALT 58	Wood Ave	0.42	6200	G	From	E 1St Street												
					To	94%	1%	2%	3%	1%	0%	F	0.083	F	0.628	6300	G	2002
ALT 58	Bus 23	E 5Th St	0.24	6800	G	From	US 23; 5Th Street											
					To	96%	0%	2%	1%	1%	0%	F	0.082	F	0.56	6900	G	2002
ALT 58	Bus 23	Gilley Ave	0.93	12000	G	From	GILLEY AVE											
					To	96%	0%	2%	1%	1%	0%	C	0.082	F	0.521	12000	G	2002
					To	E 5TH ST												
					To	SCL BIG STONE GAP												
Wise County																		
ALT 58	Bus 23	0.35	14000	G	From	SCL BIG STONE GAP												
					To	96%	0%	2%	1%	1%	0%	F	0.087	F	0.513	15000	G	2002
ALT 58	23	1.24	14000	G	From	RT 23& RT 23 BUS												
					To	90%	1%	3%	1%	6%	0%	F	0.084	F	0.539	14000	G	2002
ALT 58	23	5.30	14000	G	From	S 97- 610												
					To	90%	1%	3%	1%	6%	0%	F	0.077	F	0.555	14000	G	2002
					To	S 97-610												
ALT 58	23	0.86	16000	G	From	N 97-610												
					To	90%	1%	3%	1%	6%	0%	F	0.078	F	0.562	16000	G	2002
					To	WCL NORTON												
City of Norton																		
ALT 58	23	1.03	18000	G	From	WCL NORTON												
					To	90%	1%	3%	1%	6%	0%	F	0.08	F	0.568	18000	G	2002
ALT 58	23	1.49	18000	G	From	11TH ST												
					To	90%	1%	3%	1%	6%	0%	F	0.085	F	0.593	18000	G	2002
ALT 58		1.26	16000	G	From	US 23												
					To	94%	0%	2%	1%	3%	0%	F	0.08	F	0.541	17000	G	2002
					To	SR 283; Gap												
					To	Wise County Line												

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2002
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Wise Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
ALT 58	2.04	16000	N	From: 94%	To: 0%	ECL Norton				N	0.08	N	0.541	17000	N	2002
ALT 58	2.30	15000	G	From: 94%	To: 0%	97-762				F	0.085	F	0.578	15000	G	2002
ALT 58	1.67	18000	G	From: 94%	To: 0%	97-813				F	0.089	F	0.588	19000	G	2002
						WCL Coeburn										
Town of Coeburn																
ALT 58	0.94	18000	N	From: 94%	To: 0%	WCL Coeburn				N	0.089	N	0.588	19000	N	2002
ALT 58	0.13	16000	G	From: 94%	To: 0%	SR 158				F	0.082	F	0.537	16000	G	2002
ALT 58	0.77	11000	G	From: 94%	To: 0%	W SR 158				F	0.092	F	0.654	11000	G	2002
ALT 58	2.71	7900	G	From: 94%	To: 0%	SR 72 South Intersection SR 72 East Intersection				F	0.074	F	0.577	8200	G	2002
						SR 158										
Wise County																
ALT 58	4.35	7500	G	From: 94%	To: 0%	SR 158				F	0.074	F	0.595	7800	G	2002
ALT 58	2.27	8000	G	From: 94%	To: 0%	97-657				F	0.074	F	0.534	8300	G	2002
ALT 58	1.34	10000	G	From: 94%	To: 0%	97-655				F	0.085	F	0.503	11000	G	2002
						WCL Saint Paul										
Town of Saint Paul																
ALT 58	0.30	10000	N	From: 94%	To: 0%	WCL Saint Paul				N	0.085	N	0.503	11000	N	2002
ALT 58	0.48	8200	G	From: 94%	To: 0%	SR 63				F	0.076	F	0.558	8500	G	2002
						Russell County Line										
63	1.46	5300	G	From: 95%	To: 1%	ALT US 58				F	0.081	F	0.529	5400	G	2002
						NCL Saint Paul										
Wise County																
63	0.14	5300	N	From: 95%	To: 1%	NCL Saint Paul				N	0.081	N	0.529	5400	N	2002
						Russell County Line										
68	6.13	1600	G	From: 95%	To: 0%	Lee County Line; 52-606				F	0.081	F	0.529	1700	G	2002
						Bus US 23 S of Appalachia										
72	5.30	2300	G	From: 95%	To: 0%	Scott County Line				F	0.080	F	0.567	2400	G	2002
						SCL Coeburn										
Town of Coeburn																
72	0.35	2300	N	From: 95%	To: 0%	SCL Coeburn				N	0.080	N	0.567	2400	N	2002
72	0.19	3200	G	From: 82%	To: 0%	US 58 Alt				F	0.091	F	0.522	3300	G	2002
72	0.65	6600	G	From: 97%	To: 1%	SR 158				F	0.088	F	0.611	6700	G	2002
72 158						SR 158 SR 158 BUS P										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Coeburn																	
72	1.36	3200	G	From:	SR 158 SR 158 Bus P					F	0.069	F	0.535	3300	G	2002	
				To:	NCL Coeburn												
Wise County																	
72	2.03	3200	N	From:	NCL Coeburn					N	0.069	N	0.535	3300	N	2002	
				To:	97-649												
72	6.69	1100	G	From:	82% 0% 2% 2% 13% 0%					F	0.070	F	0.544	1100	G	2002	
				To:	Wise County Line												
City of Norton																	
74	Coeburn Ave	0.45	2400	G	From:	Park Ave					C	0.092	F	0.617	2400	G	2002
					To:	Kentucky Ave											
74	Kentucky Ave	1.32	1400	G	From:	Coeburn Ave					F	0.103	F	0.592	1500	G	2002
					To:	12Th St											
74	Kentucky Ave	0.39	1900	G	From:	94% 1% 3% 1% 1% 0%					C	0.118	F	0.573	1900	G	2002
					To:	ECL Norton											
Wise County																	
74		0.26	2000	G	From:	ECL Norton					F	0.114	F	0.504	2000	G	2002
					To:	US 58 ALT											
Town of Appalachia																	
78		1.39	2500	G	From:	Bus US 23, ALT US 58					F	0.087	F	0.517	2600	G	2002
					To:	WCL Appalachia											
Wise County																	
78		0.37	2500	N	From:	WCL Appalachia					N	0.087	N	0.517	2600	N	2002
					To:	97-686 Near Andover											
78		2.09	1100	G	From:	71% 1% 3% 4% 20% 1%					F	0.082	F	0.611	1100	G	2002
					To:	97-600 Near Stonega											
Town of Pound																	
83		0.96	5400	G	From:	US 23 Bus Pound					F	0.082	F	0.583	5400	G	2002
					To:	ECL Pound											
Wise County																	
83		2.64	5400	N	From:	ECL Pound					N	0.082	N	0.583	5400	N	2002
					To:	Dickenson County Line											
Town of Coeburn																	
158		0.22	6200	G	From:	ALT US 58					F	0.078	F	0.756	6400	G	2002
					To:	97-813											
Wise County																	
158 813		0.03	4200	G	From:	97-813					F	0.087	F	0.751	4300	G	2002
					To:	CL Coeburn											
Town of Coeburn																	
158 813		0.12	4200	N	From:	CL Coeburn					N	0.087	N	0.751	4300	N	2002
					To:	RT 690											
158 813		0.19	4300	G	From:	85% 1% 1% 2% 10% 2%					C	0.085	F	0.789	4300	G	2002
					To:	SR 72 W INT											
158		0.65	6600	G	From:	97% 1% 1% 0% 0% 0%					F	0.088	F	0.611	6700	G	2002
					To:	SR 72 E Int											
158		1.04	1100	G	From:	97% 1% 1% 0% 0% 0%					F	0.092	F	0.526	1100	G	2002
					To:	ECL Coeburn											

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
158	0.43	1100	N	From:	ECL Coeburn					N	0.092	N	0.526	1100	N	2002
				To:	97-893											
158	0.07	NA		From:						NA			NA			
				To:	ALT US 58											
Town of Coeburn																
158	0.33	6100	G	From:	ALT US 58					F	0.086	F	0.771	6200	G	2002
				To:	SR 72											
Combined Traffic:																
		0	G								NA			0	G	
Wise County																
160	6.31	460	G	From:	Kentucky State Line					F	0.092	F	0.622	460	G	2002
				To:	WCL Appalachia											
Town of Appalachia																
160	1.71	460	N	From:	WCL Appalachia					N	0.092	N	0.622	460	N	2002
				To:	SR 68											
Town of Saint Paul																
270	0.26	5800	G	From:	US 58 Bus					C	0.091	F	0.555	5900	G	2002
				To:	SR 63											
City of Norton																
283	0.36	16000	G	From:	US 23 Bus					F	0.085	F	0.508	16000	G	2002
				To:	US 58 ALT; US 23											
Wise County																
640 25	0.20	200	R	From:	SR 72					NA			NA			
				To:	Wise County Line											
Town of Saint Paul																
640 83	0.58	360	R	From:	Dead End					NA			NA		1999	
				To:	US 58 ALT											
751 83	0.05	NA		From:	Dead End					NA			NA			
				To:	0.05 MS Dead End											
751 83	0.11	NA		From:						NA			NA			
				To:	83-640											
760 83	0.28	730	R	From:	83-811					NA			NA		10/04/2002	
				To:	83-884											
760 83	0.08	730	R	From:						NA			NA		10/04/2002	
				To:	83-1301											
761 83	0.06	70	R	From:	83-640					NA			NA		10/04/2002	
				To:	Dead End											
811 83	0.04	610	R	From:	83-760					NA			NA		10/04/2002	
				To:	83-1301 SOUTH											
811 83	0.03	610	R	From:						NA			NA		10/04/2002	
				To:	83-1301 NORTH											
811 83	0.05	740	R	From:						NA			NA		10/04/2002	
				To:	US 58 ALT NORTH											
1301 83	0.18	210	R	From:	83-760					NA			NA		10/04/2002	
				To:	0.18 ME 83-760											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Saint Paul																
From: 1301 83	0.38	340	R			0.18 ME 83-760					NA			NA		10/04/2002
To: 1301 83	0.02	530	R			83-1302					NA			NA		10/04/2002
From: 1301 83	0.02	530	R			Y INTERSECTION					NA			NA		10/04/2002
To: 1301 83						83-811 SOUTH										
From: 1301 83	0.02	640	R			83-1301 W LEG					NA			NA		10/04/2002
To: 1301 83						83-811 NORTH										
From: 1302 83	0.03	160	R			83-1301					NA			NA		10/04/2002
To: 1302 83	0.28	100	R			Begin Loop					NA			NA		10/04/2002
From: 1302 83						End Loop										
Wise County																
From: 755 84	0.90	180	R			Wise County Line					NA			NA		05/02/2000
To: 755 84						Wise County Line East										
From: 600	2.11	620	G	52%	1%	2%	2%	43%	0%	C	0.109	F	0.549	620	G	2002
To: 600						Dead End										
Town of Annalachia																
From: 601	1.01	210	R			Dead End					NA			NA		1997
To: 601						SR 78										
Wise County																
From: 602	3.30	400	R			97-616					NA			NA		1997
To: 602						97-610										
From: 603	6.78	1300	G	71%	1%	2%	8%	18%	0%	C	0.114	F	0.691	1400	G	2002
To: 603						Dead End										
From: 604	0.20	20	R			Dead End					NA			NA		1997
To: 604	0.40	60	R			0.20 ME Dead End					NA			NA		1997
From: 604						97-612										
To: 604																
From: 605	0.80	300	R			Lee County Line					NA			NA		1997
To: 605						US 58 ALT										
Town of Pound																
From: 606	0.25	330	R			US 23 BUS					NA			NA		1997
To: 606						Dead End										
Wise County																
From: 607	0.15	160	R			97-688					NA			NA		1997
To: 607						97-706										
From: 608	0.70	140	R			Dead End					NA			NA		1997
To: 608						US 58 ALT										
From: 609	2.50	510	R			97-668					NA			NA		1997
To: 609	0.25	110	R			97-613					NA			NA		1997
From: 609						97-683										
To: 609																

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						2Axle	3+Axle	1Trail	2Trail								
Wise County																	
610	0.94	7200	G	From	NCL BIG STONE GAP				F	0.082	F	0.507	7300	G	2002		
				To	97-683												
610	1.42	2000	G	From	97-612 WEST				F	0.088	F	0.594	2000	G	2002		
				To	97-697												
610	1.84	820	G	From	97-612 NORTH				C	0.102	F	0.58	840	G	2002		
				To	97-697												
610	1.10	840	G	From	US 23 SOUTH				F	0.097	F	0.611	860	G	2002		
				To	US 23 MID; 97-622												
610	0.59	870	R	From					NA			NA		1997			
				To	97-790 EAST												
610	0.56	660	R	From	97-790 WEST				NA			NA		1997			
				To	US 23 BUS NORTH												
610	0.27	130	R	From					NA			NA		1997			
				To	97-621 WEST												
610	0.21	860	G	From	94%	0%	1%	4%	1%	0%	F	0.096	F	0.580	870	G	2002
				To	WCL NORTON												
610	0.39	740	G	From	NCL NORTON				C	0.1	F	0.521	750	G	2002		
				To	97-621												
610	2.88	440	G	From	97-621 NORTH				F	0.092	F	0.592	450	G	2002		
				To	97-623 WEST												
610	0.85	280	R	From					NA			NA		1997			
				To	Dead End												
611	1.90	210	R	From	Dead End				NA			NA		1997			
				To	US 58 ALT												
612	1.34	400	R	From	Dead End				NA			NA		1997			
				To	97-616												
612	0.20	1200	R	From					NA			NA		1997			
				To	97-613 WEST												
612	1.90	270	R	From	97-613 EAST				NA			NA		1997			
				To	97-610 MID												
612	2.70	570	R	From	97-610 WEST				NA			NA		1997			
				To	97-610 EAST												
613	0.76	1500	G	From	ECL BIG STONE GAP				F	0.086	F	0.514	1500	G	2002		
				To	97-858												
613	0.49	3000	G	From	97-609				C	0.083	F	0.580	3000	G	2002		
				To	97-612 WEST												
613	0.98	2100	G	From	97-612 WEST				F	0.084	F	0.556	2200	G	2002		
				To	97-602												
613	1.53	750	R	From					NA			NA		1997			
				To	US 23 SOUTH												
614	1.63	530	R	From	US 23 SOUTH				NA			NA		1997			
				To	US 23 BUS MID												

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
614	0.40	380	R	From	US 23 BUS NORTH						NA			NA		1997
				To	ECL BIG STONE GAP											
615	0.60	1800	G	From	US 23 BUS					C	0.084	F	0.584	1800	G	2002
				To	97-613											
616	2.40	1100	R	From	Dead End						NA			NA		1997
				To	97-612											
617	0.09	30	R	From	97-609						NA			NA		1997
				To	97-683											
617	0.28	320	R	From	97-683						NA			NA		1997
				To	97-613											
617	0.06	NA		From	97-00897(R)/						NA			NA		
				To	97-00613(B)/											
618	1.20	110	R	From	Dead End						NA			NA		1997
				To	97-621											
619	1.26	49	R	From	Scott County Line						NA			NA		1997
				To	1.26 MN OF CL											
619	1.19	200	R	From							NA			NA		1997
				To	SCL NORTON											
620	2.31	1900	G	From	NCL NORTON					C	0.092	F	0.514	1900	G	2002
				To	97-738											
620	1.39	1700	G	From	93% 1% 3% 1% 2% 0%					C	0.096	F	0.52	1700	G	2002
				To	97-623											
620	1.29	1300	G	From	93% 1% 3% 1% 2% 0%					F	0.093	F	0.686	1300	G	2002
				To	97-626											
620	9.37	870	R	From							NA			NA		1997
				To	97-671											
621	0.13	1600	R	From	WCL NORTON						NA			NA		1997
				To	US 23 BUS											
621	0.08	2400	G	From	90% 0% 1% 4% 4% 0%					C	0.08	F	0.544	2400	G	2002
				To	97-610 Gap Terminus											
621	4.17	810	R	From	NCL NORTON						NA			NA		1997
				To	97-610 NORTH											
622	0.88	210	R	From	US 23; 97-610						NA			NA		1997
				To	SCL NORTON											
623	1.50	160	R	From	97-621						NA			NA		1997
				To	97-610 EAST											
623	1.00	880	G	From	97-610 WEST					C	0.082	F	0.613	890	G	2002
				To	97-620											
624	1.16	680	R	From	97-625						NA			NA		1997
				To	WCL WISE											
625	0.60	910	G	From	97-620					F	0.092	F	0.58	930	G	2002
				To	97-624											

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						2Axle	3+Axle	1Trail	2Trail								
Wise County																	
625	1.90	730	G	From:	97-624					C	0.098	F	0.667	740	G	2002	
				To:	97-823												
626	4.52	870	R	From:	97-620						NA			NA		1997	
				To:	97-823												
627	0.02	180	R	From:	Dead End						NA			NA		10/05/2000	
				To:	0.02 MS Dead End												
627	0.31	180	R	From:							NA			NA		10/05/2000	
627	0.22	200	R	From:	0.33 MS Dead End						NA			NA		10/05/2000	
				To:													
627	0.60	820	R	From:	97-707						NA			NA		1997	
				To:	97-620 WEST												
627	0.20	320	R	From:	97-620 EAST						NA			NA		1997	
				To:													
627	1.10	160	R	From:	97-629						NA			NA		1997	
				To:	Dead End												
Town of Saint Paul																	
628	0.02	1000	R	From:	Russell County Line						NA			NA		1997	
				To:	SR 63 SOUTH												
Town of Castlewood																	
628	0.20	940	R	From:	SR 63 NORTH						NA			NA		1997	
				To:	NCL Castlewood												
Wise County																	
628	5.30	940	N	From:	NCL Castlewood						NA			0	N	1997	
				To:	Dickenson County Line												
629	1.00	170	R	From:	Dead End						NA			NA		1997	
				To:	97-627												
Town of Pound																	
630	0.53	460	R	From:	WCL POUND						NA			NA		1997	
				To:	US 23 SOUTH												
630	0.20	640	R	From:	US 23 NORTH						NA			NA		1997	
				To:	NCL Pound												
Wise County																	
630	6.22	640	N	From:	NCL Pound						NA			0	N	1997	
				To:	Dickenson County Line												
631	4.08	720	R	From:	SR 83						NA			NA		1997	
				To:	Dickenson County Line												
632	5.30	1300	R	From:	Dead End						NA			NA		1997	
				To:	SR 83												
Town of Pound																	
633	0.05	350	R	From:	97-693						NA			NA		1997	
				To:	US 23 BUS												
633	0.57	1200	G	From:	98%	0%	0%	1%	1%	0%	F	0.084	F	0.63	1200	G	2002
				To:	ECL POUND												

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
633	0.59	1200	G	From:	ECL POUND					C	0.078	F	0.561	1200	G	2002
				To:	97-632											
633	2.34	850	G	From:	97-797					F	0.094	F	0.671	870	G	2002
				To:	97-634											
633	2.74	280	G	From:	US 23					F	0.091	F	0.603	1000	G	2002
				To:	97-635											
634	3.00	660	G	From:	97-641					C	0.096	F	0.585	670	G	2002
				To:	97-633											
634	0.70	400	G	From:	Dickenson County Line					F	0.101	F	0.556	550	G	2002
				To:												
Dickenson County																
634	0.30	540	N	From:	Wise County Line					N	0.101	N	0.556	550	N	2002
				To:	SR 72											
Wise County																
635	2.90	120	R	From:	97-636						NA			NA		1997
				To:	97-634											
636	0.81	2100	G	From:	NCL WISE					C	0.090	F	0.649	2100	G	2002
				To:	97-645											
636	1.82	670	R	From:	Dead End; Gap Terminus						NA			NA		1997
				To:	97-643 Gap Terminus											
636	2.30	450	G	From:	97-634					F	0.094	F	0.528	460	G	2002
				To:												
637	0.93	300	R	From:	Dead End						NA			NA		1997
				To:	97-632											
638	1.49	120	R	From:	97-632						NA			NA		1997
				To:	Dead End											
639	0.56	180	R	From:	97-640						NA			NA		1997
				To:	97-782											
639	0.04	NA		From:							NA			NA		
				To:	Dead End											
640	1.50	5700	G	From:	ECL WISE					C	0.092	F	0.501	5800	G	2002
				To:	97-680 SOUTH											
640	1.55	1400	G	From:	97-642					C	0.085	F	0.588	1400	G	2002
				To:												
640	5.91	210	R	From:							NA			NA		1997
				To:	SR 72											
641	1.20	120	R	From:	97-642						NA			NA		1996
				To:	97-640 SOUTH											
641	1.00	170	R	From:	97-640 S MID						NA			NA		1997
				To:	97-640 N MID											

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
641	3.85	200	R	From	97-640 NORTH						NA			NA		1997
				To	97-634											
642	0.13	260	R	From	Dead End						NA			NA		1997
				To	97-641											
642	0.24	330	R	From							NA			NA		1997
				To	97-640											
643	3.83	250	R	From	97-644						NA			NA		1997
				To	97-640 NORTH											
643	1.20	170	R	From	97-640 SOUTH						NA			NA		1997
				To	97-645											
643	1.40	340	G	75%	1%	2%	1%	22%	0%	C	0.097	F	0.543	340	G	2002
				To	97-636											
644	0.34	1500	G	94%	1%	1%	1%	3%	0%	C	0.09	F	0.696	1500	G	2002
				To	97-1145											
644	2.11	560	G	94%	1%	1%	1%	3%	0%	F	0.105	F	0.552	560	G	2002
				To	97-643											
644	2.98	370	G	94%	1%	1%	1%	3%	0%	F	0.111	F	0.567	380	G	2002
				To	97-640 NORTH											
644	0.37	130	R	From	97-640 SOUTH						NA			NA		1997
				To	Dead End											
645	2.23	360	G	84%	1%	1%	1%	11%	3%	C	0.089	F	0.515	370	G	2002
				To	97-643											
646	0.33	9600	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.546	9800	G	2002
				To	SR 382 WEST											
646	1.08	7200	G	97%	0%	1%	1%	1%	0%	C	0.085	F	0.549	7300	G	2002
				To	97-706											
646	2.89	3100	G	94%	1%	2%	1%	3%	0%	C	0.088	F	0.596	3200	G	2002
				To	97-648											
646	1.76	2000	G	94%	1%	2%	1%	3%	0%	F	0.093	F	0.63	2000	G	2002
				To	WCL COEBURN											
Town of Coeburn																
646	0.72	2000	G	94%	1%	2%	1%	3%	0%	F	0.094	F	0.635	2000	G	2002
				To	SR 72											
Wise County																
647	0.42	80	R	From	Dead End						NA			NA		1997
				To	97-640											
648	1.30	60	R	From	97-646						NA			NA		1997
				To	Dead End											
649	1.29	1100	G	67%	1%	2%	4%	26%	0%	C	0.078	F	0.540	1100	G	2002
				To	97-650											
649	2.68	430	G	67%	1%	2%	4%	26%	0%	F	0.088	F	0.597	430	G	2002
				To	Dickenson County Line											

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(650)	2.19	70	R	From	97-649						NA			NA		1997
(650)	1.00	90	R	To	2.19 MS 97-649						NA			NA		1997
(650)	0.73	120	R	From	3.19 MS 97-649						NA			NA		1997
(650)	0.25	210	R	To	3.92 MS 97-649						NA			NA		1997
(650)	1.00	500	R	From	4.17 MS 97-649						NA			NA		1997
(650)	0.70	1600	R	To	97-652						NA			NA		1997
				To	Dickenson County Line											
(651)	6.95	640	R	From	US 58 ALT						NA			NA		1997
				To	97-650											
(652)	4.42	2600	G	From	SR 72					C	0.078	F	0.635	2700	G	2002
				To	Dickenson County Line											
(653)	1.00	790	R	From	US 58 ALT						NA			NA		1997
				To	Cul-de-Sac											
(654)	2.81	280	R	From	97-653						NA			NA		1997
				To	97-651 WEST											
(654)	1.60	290	R	From	97-651 EAST						NA			NA		1997
				To	Dickenson County Line; 25-650											
(655)	2.95	810	R	From	97-611						NA			NA		1997
				To	Dead End											
(656)	0.12	40	R	From	Dead End						NA			NA		1997
(656)	0.23	150	R	To	97-737						NA			NA		1997
				To	97-654											
(657)	2.14	550	R	From	Dead End						NA			NA		1997
				To	US 58 ALT											
(658)	1.04	1400	G	From	97-813					F	0.101	F	0.574	1400	G	2002
(658)	0.28	2600	G	To	97-1118					F	0.093	F	0.557	2600	G	2002
				To	WCL Coeburn											
Town of Coeburn																
(658)	0.19	2900	G	From	WCL COEBURN					C	0.085	F	0.509	2900	G	2002
(658)	0.55	1200	G	To	97-1129					F	0.095	F	0.508	1200	G	2002
(658)	0.12	2000	R	From	SR 72						NA			NA		1997
				To	SCL Coeburn											
Wise County																
(658)	2.21	2000	N	From	SCL Coeburn						NA			0	N	1997
				To	97-661 EAST											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
658	4.81	560	R	From	97-661 EAST					NA				NA		1997
				To	97-657											
659	0.65	80	R	From	97-658					NA				NA		1997
				To	Dead End											
660	2.40	40	R	From	Dead End					NA				NA		1997
				To	97-832											
660	0.60	120	R	From	97-658 EAST					NA				NA		1997
				To	97-658 WEST											
660	0.75	150	R	From	Dead End					NA				NA		1997
				To	Dead End											
661	2.35	120	R	From	97-658 EAST					NA				NA		1997
				To	97-658 WEST											
662	0.66	40	R	From	Dead End					NA				NA		1997
				To	97-699											
663	3.40	180	R	From	97-699					NA				NA		1997
				To	SR 72											
664	2.02	100	R	From	Scott County Line					NA				NA		10/17/2000
				To	2.02 MN Scott County Line											
664	1.41	90	R	From	97-1510					NA				NA		1997
				To	SR 72											
664	0.37	210	R	From	Dead End					NA				NA		1997
				To	Dickenson County Line											
665	0.04	30	R	From	97-631					NA				NA		10/05/2000
				To	97-630											
Town of Pound																
667	0.07	260	R	From	US 23 SOUTH					NA				NA		1997
				To	NCL Pound											
Wise County																
667	1.63	260	N	From	NCL Pound					NA				0	N	1997
				To	US 23 NORTH											
668	1.60	350	R	From	97-844 NORTH					NA				NA		1997
				To	97-844 SOUTH											
Town of Appalachia																
669	0.02	40	R	From	97-601					NA				NA		1997
				To	SR 78											
Wise County																
670	0.37	160	R	From	97-643					NA				NA		1997
				To	97-640											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
671	1.36	550	G	From:	Kentucky State Line				F	0.189	F	0.51	560	G	2002	
				To:	97-707											
671	0.55	710	G	From:	97-672				F	0.095	F	0.580	730	G	2002	
				To:	97-678											
671	1.16	780	G	From:	97-620				F	0.093	F	0.503	790	G	2002	
				To:	97-679											
671	2.95	950	G	From:	97-788				F	0.084	F	0.541	970	G	2002	
				To:	WCL POUND											
Town of Pound																
671	0.17	1600	G	From:	WCL POUND				F	0.080	F	0.527	1600	G	2002	
				To:	US 23 BUS											
Wise County																
672	1.00	140	R	From:	Dead End					NA			NA		1997	
				To:	97-671											
673	0.80	20	R	From:	97-634					NA			NA		1997	
				To:	Dead End											
674	0.33	200	R	From:	Dead End					NA			NA		1997	
				To:	US 23											
675	0.20	200	R	From:	97-790					NA			NA		1997	
				To:	97-610											
676	1.20	150	R	From:	US 58 ALT					NA			NA		1997	
				To:	Dead End											
678	1.00	70	R	From:	Dead End					NA			NA		1997	
				To:	97-671											
679	1.50	100	R	From:	Dead End					NA			NA		1997	
				To:	97-671											
680	0.11	1400	R	From:	NCL WISE					NA			NA		1997	
				To:	97-1404											
680	2.05	200	R	From:	97-640 NORTH					NA			NA		1997	
				To:	97-640 SOUTH											
680	0.60	430	R	From:	97-644					NA			NA		1997	
				To:	SR 74; US 58 ALT											
681	1.07	210	R	From:	Dead End					NA			NA		1997	
				To:	97-829											
682	0.18	140	R	From:	Dead End; Gap Terminus					NA			NA		1997	
				To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
682	0.89	130	R	From	Dead End; Gap Terminus						NA			NA		1997
				To	97-644											
683	0.68	1500	G	From	97-613					C	0.102	F	0.511	1500	G	2002
				To	97-610											
684	0.45	170	R	From	Dead End						NA			NA		1997
				To	97-620											
685	1.00	270	R	From	Dead End						NA			NA		1997
				To	97-812											
685	1.69	800	G	From	87%	0%	1%	3%	8%	C	0.101	F	0.5	820	G	2002
				To	SR 78											
686	2.40	680	R	From	Dead End						NA			NA		1997
				To	SR 78											
687	0.11	100	R	From	Dead End						NA			NA		1997
				To	SR 72											
687	0.40	240	R	From	SR 72						NA			NA		1997
				To	Dead End											
688	0.56	120	R	From	US 58 ALT WEST						NA			NA		1997
				To	97-706											
689	0.50	220	R	From	Dead End						NA			NA		1997
				To	US 23											
Town of Coeburn																
690	0.03	400	R	From	97-813						NA			NA		1997
				To	US 58 ALT											
690	0.49	320	R	From	US 58 ALT						NA			NA		1997
				To	97-646											
Wise County																
691	0.70	290	R	From	97-645						NA			NA		1997
				To	97-680											
692	1.50	400	R	From	Dead End						NA			NA		1997
				To	US 23											
693	0.19	110	R	From	US 23 BUS SOUTH						NA			NA		1997
				To	SCL POUND											
Town of Pound																
693	1.26	120	R	From	SCL POUND						NA			NA		1997
				To	US 23 BUS NORTH											
Wise County																
694	0.30	130	R	From	Dead End						NA			NA		1997
				To	97-626											
695	0.50	230	R	From	Dead End						NA			NA		1997
				To	US 23											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Coeburn																
696	0.20	120	R	From	97-690 WEST						NA			NA		1997
				To	97-690 EAST											
Wise County																
697	0.41	370	R	From	Dead End						NA			NA		1997
				To	97-610											
698	0.20	170	R	From	97-609						NA			NA		1997
				To	97-613											
699	6.03	780	R	From	97-706						NA			NA		1997
				To	97-1121											
700	0.55	490	R	From	Dead End						NA			NA		1997
				To	SCL Pound											
Town of Pound																
700	0.16	490	N	From	SCL Pound						NA			0	N	1997
				To	97-671											
Wise County																
702	0.21	100	R	From	97-609; 97-842						NA			NA		1997
				To	97-613											
703	0.05	5	R	From	97-702						NA			NA		1997
				To	97-609											
703	0.15	110	R	From							NA			NA		1997
				To	97-613											
704	0.91	220	R	From	Dead End						NA			NA		1997
				To	97-706 NORTH											
704	0.70	570	R	From	97-706 SOUTH						NA			NA		1997
				To	97-646											
705	0.58	40	R	From	Dead End						NA			NA		1997
				To	97-671											
706	2.35	70	R	From	Scott County Line						NA			NA		1997
				To	97-699											
706	4.04	810	R	From							NA			NA		1997
				To	US 58 BUS											
706	0.08	1300	G	98%	0%	1%	1%	0%	0%	F	0.099	F	0.642	1400	G	2002
				To	97-798											
706	2.75	1600	G	98%	0%	1%	1%	0%	0%	C	0.097	F	0.556	1600	G	2002
				To	97-646											
707	1.80	300	R	From	97-671						NA			NA		1997
				To	97-627											
708	0.53	60	R	From	US 23						NA			NA		1997
				To	Dead End											
709	0.10	100	R	From	97-658						NA			NA		1997
				To	97-1127											

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
710	0.14	50	R	From	Dead End					NA			NA			1997
				To	97-709											
Town of Pound																
711	0.25	250	R	From	97-606					NA			NA			1997
				To	Dead End											
Wise County																
712	0.25	250	R	From	97-658					NA			NA			1997
				To	Dead End											
Town of Pound																
713	0.24	600	R	From	97-734; 97-735					NA			NA			1997
				To	US 23 BUS											
Wise County																
714	0.30	40	R	From	97-671					NA			NA			1996
				To	Dead End											
Town of Pound																
715	0.25	230	R	From	Dead End					NA			NA			1997
				To	SR 83											
Wise County																
716	0.40	100	R	From	97-1121 NORTH					NA			NA			1997
				To	97-1121 SOUTH											
717	0.52	150	R	From	97-610					NA			NA			1997
				To	Dead End											
Town of Coeburn																
718	0.34	130	R	From	97-658					NA			NA			1997
				To	Dead End											
719	0.20	150	R	From	Dead End					NA			NA			1997
				To	SR 72											
Wise County																
720	0.35	80	R	From	97-699					NA			NA			1997
				To	Dead End											
Town of Pound																
721	0.75	160	R	From	US 23 BUS					NA			NA			1997
				To	Dead End											
Wise County																
722	1.79	80	R	From	Dead End					NA			NA			11/01/2000
				To	1.79 MN Dead End											
722	0.81	110	R	From	1.79 MN Dead End					NA			NA			1997
				To	97-616											
723	2.00	410	R	From	97-646					NA			NA			1997
				To	Dead End											
724	0.55	120	R	From	Dead End					NA			NA			1997
				To	97-738											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
725	0.80	60	R	From:	US 58 ALT EAST						NA			NA		1997
				To:	US 58 ALT WEST											
726	0.48	170	R	From:	Dead End						NA			NA		1997
				To:	97-692											
727	0.75	420	R	From:	97-644						NA			NA		1997
				To:	Dead End											
728	0.55	120	R	From:	97-729 WEST						NA			NA		1997
				To:	Dead End											
729	0.05	590	R	From:	SR 78						NA			NA		1997
				To:	97-728 EAST											
730	0.28	50	R	From:	97-654						NA			NA		1997
				To:	Dead End											
Town of Pound																
731	0.03	60	R	From:	97-713						NA			NA		1997
				To:	Dead End											
732	0.03	90	R	From:	97-713						NA			NA		1997
				To:	Dead End											
733	0.05	40	R	From:	97-713						NA			NA		1997
				To:	Dead End											
734	0.06	120	R	From:	97-713; 97-735						NA			NA		1997
				To:	97-769											
735	0.16	90	R	From:	97-713; 97-734						NA			NA		1997
				To:	97-769											
Wise County																
736	0.03	30	R	From:	Dead End						NA			NA		10/25/2000
				To:	97-743 WEST											
736	0.46	210	R	From:							NA			NA		1997
				To:	97-653											
737	0.14	60	R	From:	97-656						NA			NA		1997
				To:	Dead End											
738	0.86	440	R	From:	97-620						NA			NA		1997
				To:	97-808											
738	0.40	70	R	From:							NA			NA		1997
				To:	Dead End											
739	0.30	70	R	From:	97-605						NA			NA		1997
				To:	Dead End											
740	0.41	200	R	From:	Dead End						NA			NA		1997
				To:	97-632											
741	0.20	120	R	From:	97-757						NA			NA		1997
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
742	0.90	180	R	From	Dead End						NA			NA		1997
				To	US 23 BUS											
743	0.02	120	R	From	97-736 EAST						NA			NA		1997
				To	97-736 WEST											
743	0.08	40	R	From							NA			NA		10/25/2000
				To	Dead End											
744	0.35	500	R	From	Dead End						NA			NA		1997
				To	97-621											
745	0.36	290	R	From	SR 68						NA			NA		1997
				To	SR 68											
747	0.16	110	R	From	97-745						NA			NA		1997
				To	Dead End											
748	0.52	140	R	From	97-633						NA			NA		1997
				To	Dead End											
Town of Pound																
749	0.36	910	R	From	Dead End						NA			NA		1997
				To	US 23 BUS											
Wise County																
750	0.73	580	R	From	NCL BIG STONE GAP						NA			NA		1997
				To	Dead End											
751	0.10	70	R	From	SR 68						NA			NA		1997
				To	Dead End											
752	0.78	110	R	From	Dead End						NA			NA		1997
				To	97-671											
753	0.25	80	R	From	97-644						NA			NA		1997
				To	Dead End											
Town of Coeburn																
754	0.09	130	R	From	97-690						NA			NA		1997
				To	97-696											
Wise County																
755	0.30	50	R	From	Dead End						NA			NA		1997
				To	97-672											
Town of Coeburn																
756	0.10	200	R	From	97-1129						NA			NA		1997
				To	Dead End											
Wise County																
757	1.09	3800	G	97%	0%	2%	1%	1%	0%	C	0.086	F	0.582	3900	G	2002
				From	US 23; US 23 BUS											
758	0.52	380	R	From	97-757						NA			NA		1997
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
759	0.23	210	R	From	97-636						NA			NA		1997
				To	Dead End											
760	0.12	70	R	From	97-757 NORTH						NA			NA		1997
				To	97-757 SOUTH											
761	0.31	380	R	From	US 58 ALT						NA			NA		1997
				To	Dead End											
762	0.44	480	R	From	Dead End						NA			NA		1997
				To	US 58 ALT											
763	0.31	220	R	From	SR 68						NA			NA		1997
				To	97-764											
764	0.06	60	R	From	Dead End						NA			NA		1997
				To	97-763											
765	0.30	170	R	From	SR 68						NA			NA		1997
				To	Dead End											
766	0.13	60	R	From	Dead End						NA			NA		1997
				To	97-765											
767	0.55	160	R	From	Dead End						NA			NA		1997
				To	US 23											
Town of Pound																
768	0.12	400	R	From	Dead End						NA			NA		1997
				To	SR 83											
768	0.55	840	R	From							NA			NA		1997
				To	NCL POUND											
Wise County																
768	0.73	510	R	From	NCL POUND						NA			NA		1997
				To	Dead End											
Town of Pound																
769	0.09	90	R	From	97-734						NA			NA		1997
				To	97-735											
Wise County																
770	0.20	20	R	From	Dead End						NA			NA		1997
				To	97-790											
771	0.52	50	R	From	97-620						NA			NA		1997
				To	Dead End											
772	0.32	20	R	From	97-671						NA			NA		1997
				To	Dead End											
773	0.36	40	R	From	Dead End						NA			NA		1997
				To	97-671											
774	0.17	60	R	From	97-621						NA			NA		1997
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
775	0.31	150	R	From	Dead End						NA			NA		1997
				To	97-655											
776	0.37	190	R	From	97-687						NA			NA		1997
				To	Dead End											
777	0.09	60	R	From	Dead End						NA			NA		10/17/2000
				To	97-776											
778	0.18	20	R	From	Dead End						NA			NA		1997
				To	97-761											
779	0.30	60	R	From	Dead End						NA			NA		1997
				To	97-633											
780	0.70	80	R	From	Dead End						NA			NA		1997
				To	97-646											
781	1.68	180	R	From	US 23						NA			NA		1997
				To	97-614											
782	1.00	140	R	From	97-639						NA			NA		1997
				To	Dead End											
783	0.46	46	R	From	97-771						NA			NA		1997
				To	Dead End											
784	0.60	100	R	From	US 58 ALT; 97-854						NA			NA		1997
				To	Dead End											
785	0.81	190	R	From	97-610						NA			NA		1997
				To	Dead End											
786	0.41	70	R	From	97-634						NA			NA		1997
				To	Dead End											
787	0.36	70	R	From	Dead End						NA			NA		1997
				To	97-692											
788	0.35	60	R	From	Dead End						NA			NA		1997
				To	97-671											
789	0.51	500	R	From	Dead End						NA			NA		1997
				To	SR 72											
790	0.91	240	R	From	US 23 BUS						NA			NA		1997
790	0.27	850	R	To	97-610 EAST						NA			NA		1997
790	0.35	880	R	From	97-770						NA			NA		1997
791	0.33	110	R	To	WCL NORTON						NA			NA		1997
791	0.33	110	R	From	Dead End						NA			NA		1997
791	0.33	110	R	To	97-644						NA			NA		1997

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Wise County																
792	0.32	60	R	From:	Dead End						NA			NA		1997
				To:	97-639											
793	0.78	120	R	From:	97-621						NA			NA		1997
				To:	Dead End											
Town of Pound																
794	0.10	30	R	From:	Dead End						NA			NA		1997
				To:	97-711											
Wise County																
795	0.24	70	R	From:	US 23						NA			NA		1997
				To:	Dead End											
796	0.05	20	R	From:	Dead End						NA			NA		1997
				To:	SR 72											
797	0.57	210	R	From:	97-633						NA			NA		1997
				To:	Dead End											
798	0.06	580	R	From:	97-706						NA			NA		1997
				To:	US 58 ALT											
799	0.15	90	R	From:	97-620						NA			NA		1997
				To:	Dead End											
800	0.36	90	R	From:	97-761						NA			NA		1997
				To:	Dead End											
801	0.40	480	R	From:	97-646						NA			NA		1997
				To:	Dead End											
802	0.32	150	R	From:	97-640						NA			NA		1997
				To:	Dead End											
804	0.28	110	R	From:	SR 68						NA			NA		1997
				To:	END LOOP											
Town of Pound																
805	0.10	50	R	From:	SR 83						NA			NA		1997
				To:	Dead End											
Wise County																
806	0.28	120	R	From:	Dead End						NA			NA		1997
				To:	US 23											
807	0.59	120	R	From:	Dead End						NA			NA		1997
				To:	97-641											
808	0.30	48	R	From:	97-738						NA			NA		1997
				To:	Dead End											
809	0.05	120	R	From:	ECL BIG STONE GAP						NA			NA		1997
				To:	97-614											
810	0.31	60	R	From:	SR 68						NA			NA		1997
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(811)	0.13	140	R	From:	Dead End						NA			NA		1997
				To:	97-610											
(812)	0.20	60	R	From:	97-685						NA			NA		11/08/2000
				To:	Dead End											
(813)	2.92	970	G	85%	1%	1%	2%	10%	2%	F	0.108	F	0.581	980	G	2002
				To:	WCL COEBURN											
(813)	0.03	4200	G	85%	1%	1%	2%	10%	2%	F	0.087	F	0.751	4300	G	2002
				To:	WCL Coeburn											
Town of Coeburn																
(813)	0.12	4200	N	85%	1%	1%	2%	10%	2%	N	0.087	N	0.751	4300	N	2002
				To:	97-690											
(813)	0.19	4300	G	85%	1%	1%	2%	10%	2%	C	0.085	F	0.789	4300	G	2002
				To:	US 58 ALT; SR 72											
Wise County																
(814)	0.13	20	R	From:	97-637						NA			NA		10/10/2000
				To:	Dead End											
(815)	0.20	80	R	From:	Dead End						NA			NA		10/19/2000
				To:	97-758											
(816)	0.09	50	R	From:	97-632						NA			NA		1997
				To:	Dead End											
(817)	0.08	49	R	From:	97-632						NA			NA		1997
				To:	Dead End											
(818)	0.44	100	R	From:	Dead End						NA			NA		10/17/2000
				To:	97-660											
(819)	0.16	60	R	From:	Dead End						NA			NA		11/08/2000
				To:	WCL NORTON											
(820)	0.12	100	R	From:	97-738						NA			NA		10/19/2000
				To:	Dead End											
(821)	0.10	30	R	From:	Dead End						NA			NA		10/19/2000
				To:	97-620											
(822)	1.30	47	R	From:	Scott County Line						NA			NA		11/08/2000
				To:	97-699											
(823)	0.28	2000	G	96%	1%	2%	1%	1%	0%	C	0.096	F	0.505	2000	G	2002
				To:	97-625											
(823)	0.66	1100	R	From:							NA			NA		10/05/2000
				To:	97-626											
(823)	2.76	520	R	From:							NA			NA		10/05/2000
				To:	US 23 NORTH											
(824)	0.38	100	R	From:	Dead End						NA			NA		10/10/2000
				To:	97-633											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(825)	0.53	90	R	From	97-626					NA			NA			10/19/2000
				To	Dead End											
(826)	0.17	50	R	From	Dead End					NA			NA			10/10/2000
				To												
(826)	0.13	120	R	From	97-859					NA			NA			10/10/2000
				To	97-637											
(827)	0.09	NA		From	US 23					NA			NA			
				To	Dead End											
(828)	0.07	20	R	From	97-646					NA			NA			10/19/2000
				To	Dead End											
(829)	0.24	150	R	From	97-646 WEST					NA			NA			10/19/2000
				To	97-646 EAST											
(830)	0.20	70	R	From	Dead End					NA			NA			10/19/2000
				To	97-646											
(831)	0.13	110	R	From	Dead End					NA			NA			10/05/2000
				To	97-726											
(832)	0.35	60	R	From	Dead End					NA			NA			10/17/2000
				To	97-660											
(833)	0.19	130	R	From	97-625					NA			NA			10/19/2000
				To	97-625											
(834)	0.38	110	R	From	97-671					NA			NA			10/05/2000
				To	Dead End											
(835)	0.10	47	R	From	NCL NORTON					NA			NA			11/08/2000
				To	Dead End											
(836)	0.36	50	R	From	Dead End					NA			NA			10/05/2000
				To	97-631											
(837)	0.10	130	R	From	US 23					NA			NA			11/06/2000
				To	Dead End											
(838)	0.09	80	R	From	97-609					NA			NA			11/06/2000
				To	Dead End											
(839)	0.67	280	R	From	US 58 ALT					NA			NA			10/25/2000
				To	Dead End											
(840)	0.58	1100	R	From	97-632					NA			NA			10/05/2000
				To	SCL POUND											
Town of Pound																
(840)	0.75	2500	R	From	SCL POUND					NA			NA			10/05/2000
				To	SR 83											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
841	0.44	370	R	From:	Dead End						NA			NA		1993
				To:	97-636											
842	0.03	230	R	From:	Dead End						NA			NA		11/01/2000
				To:	97-609; 97-702											
843	0.25	70	R	From:	Dead End						NA			NA		10/17/2000
				To:	97-661											
844	1.63	680	R	From:	US 23						NA			NA		11/08/2000
				To:	97-668 NORTH											
844	0.40	2200	R	From:							NA			NA		11/08/2000
				To:	US 23; US 23 BUS											
845	0.20	10	R	From:	Dead End						NA			NA		11/06/2000
				To:	US 23											
846	0.30	100	R	From:	Dead End						NA			NA		11/06/2000
				To:	US 23											
847	0.04	10	R	From:	Dead End						NA			NA		10/06/2000
				To:	97-844											
848	0.05	10	R	From:	Dead End						NA			NA		10/06/2000
				To:	97-844											
849	0.26	50	R	From:	97-636						NA			NA		1993
				To:	Dead End											
Town of Pound																
850	0.08	50	R	From:	SR 83						NA			NA		10/05/2000
				To:	NCL Pound											
Wise County																
850	0.18	50	R	From:	NCL Pound						NA			NA		10/05/2000
				To:	97-631											
851	0.08	4	R	From:	SR 83 WEST						NA			NA		10/05/2000
				To:	SR 83 EAST											
852	0.40	130	R	From:	97-632						NA			NA		10/05/2000
				To:	Dead End											
853	0.25	NA		From:	SR 83						NA			NA		
				To:	Dead End											
854	0.08	120	R	From:	Dead End						NA			NA		10/07/2000
				To:	97-784; US 58 ALT											
855	0.12	40	R	From:	Dead End						NA			NA		11/08/2000
				To:	97-762											
856	0.12	60	R	From:	Dead End						NA			NA		10/05/2000
				To:	SR 83											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(857)	0.11	60	R	From:	US 58 ALT WEST						NA			NA		10/17/2000
				To:	US 58 ALT MID											
(857)	0.08	60	R	From:	US 58 ALT EAST						NA			NA		10/17/2000
				To:	97-857											
(858)	0.12	70	R	From:	97-613						NA			NA		1993
				To:	Dead End											
(859)	0.07	48	R	From:	97-826						NA			NA		10/10/2000
				To:	Dead End											
(860)	0.05	20	R	From:	97-778						NA			NA		10/25/2000
				To:	Dead End											
(861)	0.80	100	R	From:	97-634						NA			NA		1993
				To:	Dead End											
Town of Pound																
(862)	0.20	50	R	From:	97-840						NA			NA		10/05/2000
				To:	Dead End											
Wise County																
(863)	0.33	290	R	From:	Dead End						NA			NA		10/05/2000
				To:	SCL Pound											
Town of Pound																
(863)	0.12	290	R	From:	SCL Pound						NA			NA		10/05/2000
				To:	97-693											
Wise County																
(864)	0.32	60	R	From:	Dead End						NA			NA		10/05/2000
				To:	97-863 WCL POUND											
(865)	0.43	2900	R	From:	NCL NORTON						NA			NA		10/19/2000
				To:	FR-938											
(866)	0.30	300	R	From:	US 23						NA			NA		10/06/2000
				To:	Dead End											
(867)	0.18	130	R	From:	Lee County Line						NA			NA		10/06/2000
				To:	US 23											
Town of Pound																
(868)	0.10	9	R	From:	Dead End						NA			NA		10/05/2000
				To:	97-630											
Wise County																
(870)	0.09	100	R	From:	Dead End						NA			NA		1993
				To:	97-745											
(871)	0.08	50	R	From:	SR 83						NA			NA		10/05/2000
				To:	Dead End											
(872)	0.09	30	R	From:	97-704						NA			NA		10/19/2000
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(873)	0.02	NA				From: SR-00158(B)/					NA			NA		
						To: Dead End/										
(874)	0.04	NA				From: SR-00158(B)/					NA			NA		
						To: Dead End/										
(875)	0.16	100	R			From: 97-706					NA			NA		11/08/2000
						To: Dead End										
(876)	0.29	70	R			From: 97-603 SOUTH					NA			NA		11/06/2000
						To: 97-603 NORTH										
Town of Coeburn																
(877)	0.07	NA				From: SR-00072(B)/APPLE STREET(U)/					NA			NA		
						To: Dead End/										
(878)	0.04	NA				From: 97-00658(U)/97-00877(B)/Gap Terminus/					NA			NA		
						To: Dead End/										
Wise County																
(879)	0.13	20	R			From: Dead End					NA			NA		11/01/2000
						To: 97-613										
(880)	0.05	140	R			From: 97-617					NA			NA		11/01/2000
						To: Dead End										
Town of Coeburn																
(881)	0.08	NA				From: PRIVATE DRIVE(R)/					NA			NA		
						To: 97-00756(L)/										
Wise County																
(882)	0.10	40	R			From: Dead End					NA			NA		10/05/2000
						To: 97-863										
(883)	0.14	50	R			From: Dead End					NA			NA		10/05/2000
						To: 97-671										
Town of Coeburn																
(884)	0.43	NA				From: SR-00072(B)/DUNGANNON RD					NA			NA		
						To: SR-00158(B)/DUNGANNON ROAD										
Wise County																
(885)	0.30	90	R			From: 97-612					NA			NA		11/01/2000
						To: Dead End										
(886)	0.07	46	R			From: 97-759					NA			NA		10/19/2000
						To: Dead End										
(887)	0.04	40	R			From: 97-702					NA			NA		11/01/2000
						To: 97-609										
(888)	0.22	150	R			From: 97-616					NA			NA		11/01/2000
						To: 97-889										
(889)	0.08	40	R			From: 97-888					NA			NA		11/01/2000
						To: Dead End										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County																
890	0.51	170	R	From:	Dead End						NA			NA		11/08/2000
				To:	97-706											
892	0.14	130	R	From:	97-634; 97-641						NA			NA		10/10/2000
				To:	Dead End											
893	1.12	NA		From:	SR-00158(U)/CONN TO A1US 58(R)/						NA			NA		
				To:	A1US-00058(B)/											
894	0.16	NA		From:	Cul-de-Sac						NA			NA		
				To:	C4US 23											
895	0.77	260	R	From:	END LOOP						NA			NA		10/19/2000
				To:	97-706											
896	0.05	10	R	From:	97-671						NA			NA		10/05/2000
				To:	Dead End											
897	0.06	NA		From:	Dead End/						NA			NA		
				To:	97-00617(B)/											
898	0.07	NA		From:	97-00610(B)/						NA			NA		
				To:	Dead End/											
900	0.25	70	R	From:	SR 74						NA			NA		11/08/2000
				To:	Dead End											
901	1.27	1100	R	From:	Dead End						NA			NA		11/06/2000
				To:	US 23 BUS											
903	0.14	50	R	From:	97-644						NA			NA		10/10/2000
				To:	Dead End											
905	0.35	30	R	From:	Dead End						NA			NA		10/10/2000
				To:	97-807											
910	0.28	160	R	From:	Dead End						NA			NA		11/08/2000
				To:	97-610											
911	0.14	20	R	From:	97-717						NA			NA		11/08/2000
				To:	0.28 MN 97-790											
916	0.10	30	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-716											
920	1.08	NA		From:	US 23 APPROXIMATE LOCATION						NA			NA		
				To:	JB-97-329 Dead End WISE CORPORATE LIMITS											
1000	0.62	2600	R	From:	97-610						NA			NA		11/01/2000
				To:	Dead End											
1001	0.17	210	R	From:	97-610						NA			NA		11/01/2000
				To:	Dead End											
1002	0.33	150	R	From:	97-1007						NA			NA		11/01/2000
				To:	97-1005											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
1003	0.44	80	R	From:	97-1008						NA			NA		11/01/2000
				To:	Dead End											
1004	0.32	200	R	From:	97-1002						NA			NA		11/01/2000
				To:	97-1006											
1004	0.03	60	R	From:	97-1006						NA			NA		11/01/2000
				To:	Dead End											
1005	0.13	150	R	From:	97-1008						NA			NA		11/01/2000
				To:	97-610 NORTH											
1005	0.26	330	R	From:	97-610; 97-1009 S						NA			NA		11/01/2000
				To:	97-1011											
1006	0.43	170	R	From:	ECL BIG STONE GAP						NA			NA		11/01/2000
				To:	97-1005											
1007	0.38	520	R	From:	97-1008						NA			NA		11/01/2000
				To:	97-1006											
1008	0.40	600	R	From:	97-1007						NA			NA		11/01/2000
				To:	97-610											
1009	0.21	180	R	From:	97-1003						NA			NA		11/01/2000
				To:	97-610											
1010	0.22	140	R	From:	97-1003						NA			NA		11/01/2000
				To:	97-1005											
1011	0.04	30	R	From:	Dead End						NA			NA		11/01/2000
				To:	97-1005											
1012	0.25	240	R	From:	Dead End						NA			NA		11/01/2000
				To:	97-610											
1013	0.48	150	R	From:	ECL BIG STONE GAP						NA			NA		11/01/2000
				To:	Dead End											
1014	0.06	30	R	From:	97-1003						NA			NA		11/01/2000
				To:	Dead End											
1015	0.14	60	R	From:	Dead End						NA			NA		11/01/2000
				To:	97-1016											
1015	0.12	120	R	From:	97-610						NA			NA		11/01/2000
				To:	97-610											
1016	0.17	80	R	From:	97-1015						NA			NA		11/01/2000
				To:	Dead End											
1017	0.18	60	R	From:	Dead End						NA			NA		11/01/2000
				To:	97-610											
1018	0.08	90	R	From:	97-1020						NA			NA		11/01/2000
				To:	SPENCER LANE											

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						2Axle	3+Axle	1Trail	2Trail							
Wise County																
1019	0.08	40	R	From	97-1020						NA			NA		11/01/2000
				To	SPENCER LANE											
1020	0.03	20	R	From	97-1018						NA			NA		11/01/2000
				To	97-1019											
1020	0.07	40	R	From	97-1019						NA			NA		11/01/2000
				To	Dead End											
1021	0.07	NA		From	97-01012(B)/						NA			NA		
				To	Cul-de-Sac/											
1022	0.06	46	R	From	97-1007						NA			NA		11/01/2000
				To	Dead End											
1025	0.07	50	R	From	NCL BIG STONE GAP						NA			NA		11/01/2000
				To	Dead End											
1026	0.04	20	R	From	NCL BIG STONE GAP						NA			NA		11/01/2000
				To	Dead End											
1027	0.03	60	R	From	NCL BIG STONE GAP						NA			NA		11/01/2000
				To	Dead End											
1030	0.58	150	R	From	97-610						NA			NA		11/01/2000
				To	Cul-de-Sac											
Town of Coeburn																
1101	0.45	790	R	From	SR 72						NA			NA		10/25/2000
				To	97-1105 WEST											
1101	0.04	4800	R	From	97-1105 WEST						NA			NA		10/25/2000
				To	97-1103; 97-1105											
1101	0.05	850	R	From	97-1103; 97-1105						NA			NA		10/25/2000
				To	US 58 ALT											
1102	0.15	740	R	From	US 58 ALT						NA			NA		10/28/2000
				To	SR 72											
1103	0.10	900	R	From	97-1101 SOUTH						NA			NA		10/25/2000
				To	97-1104											
1103	0.10	870	R	From	97-1104						NA			NA		10/25/2000
				To	97-1106											
1103	0.51	790	R	From	97-1106						NA			NA		10/25/2000
				To	97-1101 NORTH											
1104	0.19	120	R	From	97-1101						NA			NA		10/25/2000
				To	97-1109											
1104	0.09	30	R	From	97-1109						NA			NA		10/25/2000
				To	97-1106											
1104	0.12	80	R	From	97-1106						NA			NA		10/25/2000
				To	Dead End											
1105	0.07	4400	R	From	US 58 ALT						NA			NA		10/25/2000
				To	97-1101 WEST											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Coeburn																
(1105)	0.15	2100	R	From:	97-1101 EAST						NA			NA		10/25/2000
(1105)	0.30	690	R	To:	97-1106						NA			NA		10/25/2000
				From:	Dead End											
(1106)	0.38	460	R	To:	97-1103						NA			NA		10/25/2000
(1106)	0.10	1300	R	From:	97-1107						NA			NA		10/25/2000
				To:	US 58 ALT											
(1107)	0.35	460	R	From:	97-1106						NA			NA		10/25/2000
				To:	NCL COEBURN											
Wise County																
(1107)	0.27	270	R	From:	NCL COEBURN						NA			NA		10/25/2000
				To:	Dead End											
Town of Coeburn																
(1108)	0.07	550	R	From:	US 58 ALT						NA			NA		10/23/2000
				To:	97-1105											
(1109)	0.07	720	R	From:	US 58 ALT						NA			NA		10/25/2000
(1109)	0.07	70	R	To:	97-1105						NA			NA		10/25/2000
(1109)	0.09	8	R	From:	97-1104						NA			NA		10/25/2000
				To:	Dead End											
(1110)	0.07	180	R	From:	US 58 ALT						NA			NA		10/23/2000
				To:	97-1105											
(1111)	0.11	60	R	From:	SR 72						NA			NA		10/23/2000
				To:	Dead End											
Wise County																
(1112)	0.20	140	R	From:	0.08 MW 97-1125						NA			NA		10/23/2000
				To:	0.12 ME 97-1125											
(1113)	0.07	70	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-1125											
(1114)	0.19	120	R	From:	97-658						NA			NA		10/23/2000
				To:	97-712											
(1115)	0.36	110	R	From:	97-658						NA			NA		10/17/2000
				To:	Dead End											
Town of Coeburn																
(1116)	0.13	390	R	From:	97-690						NA			NA		1993
(1116)	0.10	620	R	To:	97-1128						NA			NA		10/23/2000
				From:	SR 72											
Wise County																
(1117)	0.10	100	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-1119 Gap Terminus											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
1117	0.29	60	R	From	97-658 Gap Terminus						NA			NA		10/23/2000
				To	97-658 EAST											
1118	0.12	170	R	From	97-1119						NA			NA		10/23/2000
				To	97-1121											
1118	0.05	1600	R	From	97-658						NA			NA		10/23/2000
				To	97-1118											
1119	0.06	140	R	From	97-1117						NA			NA		10/23/2000
				To	Dead End											
1120	0.05	20	R	From	97-1122						NA			NA		10/23/2000
				To	97-699											
1120	0.08	40	R	From	97-716 SOUTH						NA			NA		10/23/2000
				To	97-716 NORTH											
1121	0.05	80	R	From	97-1122						NA			NA		10/23/2000
				To	97-699											
1121	0.21	1400	R	From	97-1118						NA			NA		10/23/2000
				To	97-1120											
1122	0.03	30	R	From	97-1121						NA			NA		10/23/2000
				To	97-720											
1123	0.35	40	R	From	NCL COEBURN						NA			NA		10/25/2000
				To	Dead End											
1125	0.12	210	R	From	97-1113						NA			NA		10/23/2000
				To	97-1112											
1126	0.11	60	R	From	97-1124						NA			NA		10/25/2000
				To	Dead End											
1127	0.07	10	R	From	Dead End						NA			NA		10/23/2000
				To	97-709											
Town of Coeburn																
1128	0.10	550	R	From	97-813						NA			NA		10/23/2000
				To	97-1116											
1128	0.15	160	R	From	SR 72						NA			NA		10/23/2000
				To	Dead End											
1129	0.27	480	R	From	SCL Coeburn						NA			NA		10/23/2000
				To												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Coeburn																
(1129)	0.23	480	R	From:	SCL Coeburn						NA			NA		10/23/2000
(1129)	0.32	3300	R	To:	97-658						NA			NA		10/23/2000
				To:	97-813											
Wise County																
(1130)	0.16	100	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-658											
Town of Coeburn																
(1131)	0.07	770	R	From:	Dead End						NA			NA		10/23/2000
				To:	SR 72											
(1132)	0.27	130	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-690											
(1133)	0.07	80	R	From:	US 58 ALT						NA			NA		10/23/2000
				To:	Dead End											
Wise County																
(1134)	0.22	70	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-699											
Town of Coeburn																
(1135)	0.11	180	R	From:	SR 72						NA			NA		10/23/2000
				To:	NCL Coeburn											
Wise County																
(1135)	0.33	180	R	From:	NCL Coeburn						NA			NA		10/23/2000
				To:	Dead End											
Town of Coeburn																
(1136)	0.10	80	R	From:	Dead End						NA			NA		10/23/2000
				To:	97-690											
(1137)	0.07	30	R	From:	Dead End						NA			NA		1993
(1137)	0.07	60	R	To:	0.07 MN Dead End						NA			NA		1993
				To:	US 58 ALT											
Wise County																
(1140)	0.15	50	R	From:	Dead End						NA			NA		10/17/2000
				To:	SR 72											
(1145)	0.25	350	R	From:	97-1146						NA			NA		10/19/2000
				To:	97-644											
(1146)	0.14	180	R	From:	97-1145						NA			NA		10/19/2000
(1146)	0.04	20	R	To:	97-1147						NA			NA		10/19/2000
				To:	97-1149											
(1147)	0.08	120	R	From:	97-1148						NA			NA		10/19/2000
(1147)	0.08	30	R	To:	97-1146						NA			NA		10/19/2000
				To:	Dead End											

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2Axle 3+Axle 1Trail 2Trail																
Wise County																
(1148)	0.05	110	R	From:	97-1147						NA			NA		10/19/2000
				To:	97-1149											
(1149)	0.06	48	R	From:	Dead End						NA			NA		10/19/2000
				To:	97-1148											
(1149)	0.05	50	R	From:	97-1146						NA			NA		10/19/2000
				To:												
Town of Saint Paul																
(1201)	0.14	1600	R	From:	SR 63; SR 270						NA			NA		10/30/2000
				To:	97-1209											
(1201)	0.07	960	R	From:	97-1210						NA			NA		10/30/2000
				To:	97-1205											
(1202)	0.07	260	R	From:	97-1206						NA			NA		10/25/2000
				To:	97-1214											
(1202)	0.45	1300	R	From:	97-1222						NA			NA		10/25/2000
				To:	97-1205											
(1203)	0.14	1000	R	From:	SR 63						NA			NA		10/30/2000
				To:	97-1208											
(1203)	0.07	350	R	From:	Dead End						NA			NA		10/30/2000
				To:	97-1206											
(1203)	0.02	20	R	From:	97-1208						NA			NA		10/30/2000
				To:	Dead End											
(1204)	0.14	130	R	From:	97-1202						NA			NA		10/30/2000
				To:	97-1208											
(1204)	0.04	40	R	From:	Dead End						NA			NA		10/30/2000
				To:	97-1202											
(1205)	0.07	2000	R	From:	SR 270						NA			NA		10/25/2000
				To:	97-1203											
(1205)	0.07	1000	R	From:	Dead End						NA			NA		10/30/2000
				To:	97-1202											
(1205)	0.02	90	R	From:	97-1203						NA			NA		10/30/2000
				To:	Dead End											
(1206)	0.16	1300	R	From:	97-1204						NA			NA		10/25/2000
				To:	97-1204											
(1206)	0.08	130	R	From:	Dead End						NA			NA		10/30/2000
				To:	97-1204											
(1208)	0.23	390	R	From:	Dead End						NA			NA		10/30/2000
				To:	Dead End											
(1208)	0.02	9	R	From:	Dead End						NA			NA		10/30/2000
				To:	97-1201											
(1209)	0.03	370	R	From:	Dead End						NA			NA		10/30/2000
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Saint Paul																
1209	0.02	270	R	From:	97-1201					NA			NA		10/30/2000	
				To:	Dead End											
1210	0.06	80	R	From:	97-1201					NA			NA		10/30/2000	
				To:	Dead End											
1211	0.13	170	R	From:	SR 270					NA			NA		1993	
				To:	OLD US 58 ALT											
1212	0.05	1100	R	From:	OLD US 58 ALT					NA			NA		10/30/2000	
				To:	Dead End											
1213	0.16	110	R	From:	Dead End					NA			NA		10/25/2000	
				To:	97-1202											
1214	0.13	530	R	From:	97-1202					NA			NA		10/30/2000	
				To:	97-1217											
1214	0.18	130	R	From:	97-1223					NA			NA		10/30/2000	
				To:	SR 63											
1215	0.03	NA		From:	97-1213					NA			NA			
				To:	Dead End											
1216	0.05	10	R	From:	Dead End					NA			NA		1993	
				To:	OLD US 58 ALT											
1217	0.24	280	R	From:	97-1214					NA			NA		10/30/2000	
				To:	NCL SAINT PAUL											
1218	0.25	100	R	From:	97-1214					NA			NA		10/30/2000	
				To:	97-1217											
1219	0.07	60	R	From:	97-1218					NA			NA		10/30/2000	
				To:	97-1217											
1220	0.15	70	R	From:	97-1214					NA			NA		10/30/2000	
				To:	97-1223											
1221	0.03	47	R	From:	97-1218					NA			NA		10/30/2000	
				To:	Dead End											
1222	0.30	60	R	From:	97-1202					NA			NA		10/30/2000	
				To:	97-1220											
1223	0.16	120	R	From:	97-1214					NA			NA		10/30/2000	
				To:	97-1222											
1224	0.31	1100	R	From:	US 58 ALT					NA			NA		10/25/2000	
				To:	SR 63											
1225	0.28	1200	R	From:	Dead End					NA			NA		10/30/2000	
				To:	97-1212											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Saint Paul																
(1226)	0.15	NA		From:	Cul-de-Sac						NA			NA		
				To:	97-1214											
Wise County																
(1230)	0.20	90	R	From:	97-839						NA			NA		10/25/2000
				To:	Dead End											
Town of Annalachia																
(1301)	0.05	140	R	From:	97-601						NA			NA		11/06/2000
				To:	97-1302											
(1302)	0.15	170	R	From:	97-1303						NA			NA		11/06/2000
				To:	97-1301											
(1303)	0.06	230	R	From:	97-601						NA			NA		11/06/2000
				To:	97-1302											
(1304)	0.08	500	R	From:	US 23						NA			NA		11/06/2000
				To:	97-1305											
(1304)	0.07	270	R	From:	97-1305						NA			NA		11/06/2000
				To:	97-1333											
(1305)	0.40	250	R	From:	Dead End						NA			NA		11/06/2000
				To:	97-1304											
(1306)	0.15	190	R	From:	US 23						NA			NA		11/06/2000
				To:	Dead End											
(1307)	0.36	460	R	From:	US 23 BUS						NA			NA		11/06/2000
				To:	Dead End											
(1308)	0.07	1700	R	From:	SR 78						NA			NA		11/06/2000
				To:	Dead End											
(1309)	0.13	500	R	From:	97-1310						NA			NA		11/06/2000
				To:	97-1312											
(1309)	0.07	1000	R	From:	97-1312						NA			NA		11/06/2000
				To:	97-1308											
(1310)	0.31	1000	R	From:	97-1319						NA			NA		11/06/2000
				To:	97-1315											
(1310)	0.05	230	R	From:	97-1315						NA			NA		11/06/2000
				To:	97-1313											
(1311)	0.05	90	R	From:	97-1309						NA			NA		11/06/2000
				To:	97-1315											
(1311)	0.05	90	R	From:	97-1315						NA			NA		11/06/2000
				To:	97-1313											
(1312)	0.05	360	R	From:	97-1309						NA			NA		11/06/2000
				To:	97-1315											
(1313)	0.17	110	R	From:	97-1317						NA			NA		11/06/2000
				To:	97-1311											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appalachia																
1314	0.22	60	R	From	Dead End						NA			NA		11/06/2000
				To	97-1313											
1315	0.26	350	R	From	97-1316						NA			NA		11/06/2000
				To	97-1312											
1316	0.11	200	R	From	Dead End						NA			NA		11/06/2000
				To	97-1315											
1317	0.10	80	R	From	97-1315						NA			NA		11/06/2000
				To	97-1313											
1319	0.05	60	R	From	Dead End						NA			NA		11/06/2000
				To	97-1321											
1319	0.25	1500	R	From	97-1310						NA			NA		11/06/2000
				To	97-1310											
1319	0.16	980	R	From	97-1328						NA			NA		11/06/2000
				To	97-1328											
1319	0.04	550	R	From	SR 78						NA			NA		11/06/2000
				To	SR 78											
1320	0.02	310	R	From	Dead End						NA			NA		11/06/2000
				To	US 23											
1321	0.15	1700	R	From	US 23 BUS						NA			NA		11/06/2000
				To	97-1319											
1322	0.29	840	R	From	97-1319						NA			NA		11/06/2000
				To	Dead End											
1323	0.05	90	R	From	97-1319						NA			NA		11/06/2000
				To	97-1326											
1324	0.10	110	R	From	97-1325						NA			NA		11/06/2000
				To	97-1326											
1325	0.09	140	R	From	Dead End						NA			NA		11/06/2000
				To	97-1324											
1326	0.54	190	R	From	0.08 MW 97-1327						NA			NA		11/06/2000
				To	Dead End											
1327	0.04	70	R	From	97-1326						NA			NA		11/06/2000
				To	Dead End											
1328	0.02	540	R	From	97-1319						NA			NA		11/06/2000
				To	US 23											
1329	0.10	640	R	From	US 23						NA			NA		11/06/2000
				To	97-1330											
1330	0.04	600	R	From	97-601						NA			NA		11/06/2000
				To	97-1329											
1330	0.29	50	R	From							NA			NA		11/06/2000
				To	US 23											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Appalachia																
1332	0.15	440	R	From	US 23 BUS						NA			NA		11/06/2000
				To	97-1333											
1333	0.06	60	R	From	97-1304						NA			NA		11/06/2000
				To	97-1332											
1334	0.09	60	R	From	Dead End						NA			NA		11/06/2000
				To	97-1304											
Wise County																
1400	0.04	170	R	From	97-1402						NA			NA		11/10/2000
				To	97-1401											
1400	0.11	210	R	From	97-640						NA			NA		11/10/2000
				To	97-640											
1401	0.16	60	R	From	Dead End						NA			NA		11/10/2000
				To	97-1400											
1402	0.16	140	R	From	Cul-de-Sac						NA			NA		11/10/2000
				To	97-1400											
1403	0.21	130	R	From	97-757						NA			NA		10/19/2000
				To	Dead End											
1404	0.29	310	R	From	97-680						NA			NA		10/10/2000
				To	Dead End											
1405	0.06	NA		From	Cul-de-Sac/						NA			NA		
				To	97-01404(B)/											
1407	0.29	300	R	From	US 23 BUS						NA			NA		10/19/2000
				To	Dead End											
1409	0.18	380	R	From	97-1410						NA			NA		10/10/2000
				To	97-640											
1410	0.11	270	R	From	97-1409						NA			NA		10/10/2000
				To	97-1411											
1411	0.05	60	R	From	Dead End						NA			NA		10/10/2000
				To	97-1412											
1411	0.06	170	R	From	97-1410						NA			NA		10/10/2000
				To	Dead End											
1412	0.06	60	R	From	Cul-de-Sac						NA			NA		10/10/2000
				To	97-1411											
1413	0.37	140	R	From	Dead End						NA			NA		10/10/2000
				To	0.37 MN Dead End											
1413	0.55	660	R	From	97-1418 ECL WISE						NA			NA		10/10/2000
				To	97-1418 ECL WISE											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Wise County																
(1418)	0.23	890	R	From:	97-1413 ECL WISE						NA			NA		10/10/2000
				To:	97-646											
(1419)	0.11	90	R	From:	97-1418						NA			NA		10/10/2000
				To:	Dead End											
(1420)	0.42	290	R	From:	Dead End						NA			NA		10/10/2000
				To:	97-646											
(1421)	0.25	100	R	From:	Dead End						NA			NA		10/10/2000
				To:	97-1420											
(1424)	0.30	NA		From:	Dead End/						NA			NA		
				To:	97-00636(B)/											
(1425)	0.17	250	R	From:	US 23 BUS						NA			NA		10/19/2000
				To:	Dead End											
(1501)	0.11	150	R	From:	SR 72						NA			NA		10/17/2000
				To:	97-1502											
(1501)	0.07	80	R	From:							NA			NA		10/17/2000
(1501)	0.13	80	R	From:	97-1503						NA			NA		10/17/2000
				To:	97-1502											
(1501)	0.26	20	R	From:							NA			NA		10/17/2000
				To:	Dead End											
(1502)	0.03	8	R	From:	Dead End						NA			NA		10/17/2000
				To:	97-1501 WEST											
(1502)	0.29	90	R	From:							NA			NA		10/17/2000
				To:	97-1501 EAST											
(1503)	0.03	8	R	From:	Dead End						NA			NA		10/17/2000
				To:	97-1501											
(1510)	0.09	150	R	From:	97-664						NA			NA		10/17/2000
				To:	97-1511											
(1510)	0.21	450	R	From:							NA			NA		10/17/2000
				To:	97-1512											
(1510)	0.07	500	R	From:							NA			NA		10/17/2000
				To:	SR 72											
(1511)	0.10	70	R	From:	97-1510						NA			NA		10/17/2000
				To:	97-1514											
(1511)	0.02	180	R	From:							NA			NA		10/17/2000
				To:	97-1513											
(1511)	0.14	150	R	From:							NA			NA		10/17/2000
				To:	97-1512											
(1511)	0.07	310	R	From:							NA			NA		10/17/2000
				To:	SR 72											
(1512)	0.07	70	R	From:	97-1510						NA			NA		10/17/2000
				To:	97-1513											

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						2Axle	3+Axle	1Trail	2Trail								
Wise County																	
1512	0.10	110	R	From:	97-1513						NA			NA		10/17/2000	
				To:	97-1511												
1513	0.11	60	R	From:	97-1511						NA			NA		10/17/2000	
				To:	97-1512												
1514	0.05	40	R	From:	97-1511						NA			NA		10/17/2000	
				To:	Cul-de-Sac												
9553	0.21	840	R	From:	US 23						NA			NA		1993	
				To:	POUND ELEM SCH												
Town of Coeburn																	
9556	0.13	1000	R	From:	97-1103						NA			NA		1993	
				To:	COEBURN MIDDLE SCH												
9636	0.25	470	R	From:	97-1101						NA			NA		1993	
				To:	COEBURN HIGH SCH												
9637	0.50	1700	R	From:	COEBURN ELEM SCH						NA			NA		1993	
				To:	97-1103												
Town of Appalachia																	
9677	0.05	NA		From:	APPALACHIA ELEM SCH						NA			NA			
				To:	97-1321												
Wise County																	
9776	0.29	570	R	From:	US 23						NA			NA		1993	
				To:	APPALACHIA SCHOOL												
9777	0.60	1300	R	From:	97-1000 SOUTH						NA			NA		1993	
				To:	POWELL VALLEY SCH												
9778	0.34	1200	R	From:	97-610						NA			NA		1993	
				To:	POWELL HIGH SCH												
Town of Appalachia																	
9779	0.29	460	R	From:	APPALACHIA HIGH SCH						NA			NA		1993	
				To:	US 23												
Town of Big Stone Gap																	
1101	Spring St	0.63	1700	G	From:	Wood Ave					C	0.101	F	0.508	1700	G	2002
					To:	ECL Big Stone Gap											
2101	Short St	0.06	1800	G	From:	ALT 58					F	0.077	F	0.529	1700	G	2002
					To:	2Nd Ave											
3101	W Second Ave	1.24	2100	G	From:	Short St					C	0.089	F	0.51	2200	G	2002
					To:	5Th St											
239101	Wood Ave	0.17	9500	G	From:	5Th St					F	0.083	F	0.517	9200	G	2002
					To:	Spring St											
239101	Wood Ave	0.79	8300	G	From:	95% 1% 2% 1% 1% 0%					C	0.089	F	0.568	8400	G	2002
					To:	Shawnee Ave											
239101	19th St	0.54	8800	G	From:	95% 1% 2% 1% 1% 0%					F	0.094	F	0.611	9000	G	2002
					To:	4Th Ave											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Big Stone Gap																
<div>239</div> <div>146</div> 4th Ave	0.58	8000	G	From:	19Th St				C	0.093	F	0.586	8100	G	2002	
				To:	ECL Big Stone Gap											
City of Norton																
<div>1</div> <div>146</div> Kentucky Ave	1.03	2300	G	From:	11Th St				C	0.097	F	0.560	2400	G	2002	
				To:	Coeburn Ave											
<div>240</div> <div>146</div> 12 Th Street	0.21	NA		From:	Ramp Fr US 23				NA			NA				
				To:	146-1 Kentucky Ave @ 11TH ST											
<div>240</div> <div>146</div> 11th St	0.18	8600	G	From:	Kentucky Ave				C	0.093	F	0.651	9100	G	2002	
				To:	US 23 Park Ave											
<div>241</div> <div>146</div> Dorchester Rd	1.96	930	G	From:	WCL Norton				C	0.092	F	0.530	940	G	2002	
				To:	NCL Norton											
<div>242</div> <div>146</div> 12th St NE	0.28	200	G	From:	US 23				F	0.118	F	0.63	200	G	2002	
				To:	NCL Norton											
Town of Wise																
<div>252</div> <div>329</div> Birchfield Ave	0.64	NA		From:	329-253 Main Street				NA			NA				
				To:	Lake Street											
<div>252</div> <div>329</div> Birchfield Rd	0.20	3000	G	From:	Lake St				F	0.101	F	0.556	3100	G	2002	
				To:	NCL Wise											
<div>253</div> <div>329</div> Main St	0.46	14000	G	From:	Norton Rd				F	0.081	F	0.654	14000	G	2002	
				To:	Park Ave											
<div>253</div> <div>329</div> Park Ave	0.27	11000	G	From:	Main St				F	0.088	F	0.553	11000	G	2002	
				To:	Darden Dr											
<div>253</div> <div>329</div> Hurricane Rd	0.30	7000	G	From:	Lake St				F	0.095	F	0.544	7100	G	2002	
				To:	Lake St											
<div>253</div> <div>329</div> Hurricane Rd	0.55	1800	G	From:	Lake St				C	0.093	F	0.574	1800	G	2002	
				To:	NCL Wise											
<div>255</div> <div>329</div> Darden Dr	0.47	8700	G	From:	Park Ave				C	0.089	F	0.563	8800	G	2002	
				To:	ECL Wise											
<div>1278</div> <div>329</div> Addington St	0.33	2300	G	From:	US 23				F	0.095	F	0.634	2300	G	2002	
				To:	US 23 Bus											
<div>1278</div> <div>329</div> Lake St Ext	0.66	4100	G	From:	Bus US 23 Main St				F	0.102	F	0.628	4100	G	2002	
				To:	Birchfield Rd											
<div>1278</div> <div>329</div> Lake St	0.56	4200	G	From:	Lake St				C	0.116	F	0.509	4300	G	2002	
				To:	Virginia Ave											
<div>1278</div> <div>329</div> Lake St	0.15	3600	G	From:	Lake St				F	0.125	F	0.57	3700	G	2002	
				To:	Hurricane Rd											
Cherokee		50	G	From:	2Nd				0.139	F		50	G	2002		
				To:	3Rd Sts											
Clinton Ave		820	G	From:	3Rd				0.112	F		870	G	2002		
				To:	4Th Sts											

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10th St		650	G	From:	Pine St						0.101	F		680	G	2002
				To:	Spruce St											
Chesnut Avenue		NA		From:	Kline Avenue						NA			NA		
				To:	Ridge Avenue											
Ridgefield Rd		180	G	From:	Crestview Dr						0.093	F		190	G	2002
				To:	Orchard La											